

In order to comply with Montana state law, all personal information has been removed from public comments.

2701 Prospect Ave
PO Box 201001
Helena, MT 59620-1001

Dear Director Lynch

This letter is in response to a request for comments on limiting large commercial truck traffic on Highway 35 between Bigfork and Polson. The Swan Lake Ranger District of the U.S. Forest Service does manage lands along the northeast shore of Flathead Lake. We currently have a fuels reduction project in that area and the haul of commercial logs from this project does require the use of log trucks along this stretch of Highway 35.

Over time we would anticipate that there would be a continuing need to periodically haul logs from Forest Service lands above Highway 35 into the future. Please consider this use of commercial trucks for log haul from the National Forest as you craft your policy. Thank you for the opportunity to comment.

Sincerely

Comment submitted via email – July 1, 2008

Study of Truck Traffic Restrictions on Highway 35

Metric--Crashes per Vehicle

The Highway Department study provided detailed vehicle data for one day, May 23, 2008. In addition, summary data for crashes during the period 2003-2007 is also provided. A simple metric to compare the safety of two points of interest is the crash ratio per vehicle and the highway department provides the necessary information for such a metric.

West Side Vehicle Count (Lakeside 5/23/08)	Crashes (2003-2007)	Crash Rate per Count
Non Trucks 7536	484	0.064
Total Trucks 701	31	0.044

Eastside Vehicle Count (Bigfork 5/23/08)	Crashes (2003-2007)	Crash Rate per Count
Non Trucks 4139	268	0.064

Total Trucks	324	32	0.098
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The East shore route (Highway 35) has more than double the crash rate for trucks as does the West shore route (Highway 93). Given that the East shore is a narrow, winding road versus an improved national highway, this is not surprising.

The Highway Department chart Truck Crash Rates indicate the truck crash rate per million miles for the East shore is LOWER than the West shore and is even LOWER than the state average. However the same Highway Department at its web site indicates that the East shore has a high rate of incidents.

Conclusion--The Highway Department has provided conflicting information. The information on crash rate per million miles is presented in a final form without supporting documentation, it is counter intuitive and it is counter to the metric using actual raw data. The simple fact is that a truck traveling on Highway 35 is twice as likely to crash as a truck on Highway 93.

Metric--Double Trailer Crashes

The Highway Department provided crash data for different type of truck crashes.

Double Trailer Crashes (2003-2007)

West shore	4
East shore	12

Conclusion--Double trailers are 3 times as likely to crash on the East shore in raw numbers without even adjusting for volume. When taking into account the volume, the accident rate per double trailer truck is SIX(6) times the rate on Highway 35 as on Highway 93.

Metric--Existing Route Restrictions

The East shore and West shore routes have two very different road beds but an identical set of restrictions on vehicle length and times of travel.

Conclusion--On surface, it is clear that restrictions can be placed on routes. It is merely up to the Highway Department to do so. The two roadbeds are very different and a different set of restrictions would be expected and not the same restrictions as is now the case.

Metric--Economics of Different Routes

The cost and time of travel of the two routes from Polson to Columbia Falls is an argument that the additional cost of traveling on the West shore justifies the risk of large trucks using Highway 35. Routing a truck through downtown Kalispell versus using Route 82 seems absurd. Experience teaches that what may appear as bias or malice on surface can easily be explained by simple incompetence. The test routes should go from Polson to the intersection of Highway 35 and 82. There is no reason to include the time to travel to Columbia Falls. That portion leads to no additional value and clearly miss-represents the metric being presented.

Conclusion--The routing cost study is improper and needs to be redone.

Metric--Economics of Truck Cost

The simple dollar cost of gas and time does not provide adequate input on any economic valuation of the cost of trucks. In order to use an economic argument, the Department needs to present to the public the maintenance cost for trucks. The following is from a transportation study and provides some well known data in this area.

"Truck traffic causes a disproportionate negative impact on road quality. One fully-loaded 80,000-pound truck causes as much pavement wear as 10,000 autos, and trucks' numbers are growing: heavy truck travel has grown at a 50 percent greater rate than auto travel since 1990. Rural counties end up as losers in funding formulas

for deferred maintenance, but many must deal with resource-based economies such as agriculture, logging, or mining that pound old narrow roads with heavy trucks. ¹"

Conclusion--The metric on truck routing does not represent the best case and is only a portion of the economic argument. When the Department can show that a truck pays more than what 10,000 cars pay in fuel tax and fees, then the economic argument may have merit.

Recommendations

Highway 35 is a narrow, winding state highway with unimproved shoulders and with a high number of ingress/egress points. The guard rails are on the edge of the road bed and force long trucks to the center of the road on tight curves endangering other traffic. A large number of the non truck users of Highway 35 are part of the 10 million tourist coming to Montana each year as part of Montana's second largest industry. On weekends, Montana residents join the tourist. Highway 35 on the East shore of Flathead Lake is a gorgeous drive and the tourist are easily distracted by the natural attractions of the area. Subjecting those tourist and the locals to the high dangers of double trailers is not only wrong for the Highway Department but culpable. In short, Highway 35 has an accident rate SIX(6) times Highway 93 for double trailers and simply is not safe for large trucks.

The following are recommended:

Double trailers and other long vehicles be totally restricted.
All trailer trucks be restricted on weekends and holidays.

{signed}

¹ March 20, 2008 *DRAFT FINAL Sacramento METROPOLITAN TRANSPORTATION PLAN 12-1*

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 07/01/2008 13:30:50
Project Commenting On: Hwy 35 truck limits
Project State Highway No.: 35
Nearest Town/City to Project: Bigfork
Project Milepost: 18

Comment or Question:

I strongly support trucking limits on Highway 35. This is an opportunity for Montana to do the right thing and show lobby's (in this case the trucking lobby) that commerce does not outweigh the environment and lifestyle of residents. Flathead Lake is one of the reasons many citizens worldwide come to Montana and is a showcase of how Montana's take care of the earth.

I was born in Polson, grew up in Kalispell and do not want to see one more oil spill, waste spill or tandem truck accident on Hwy 35. I almost lost my wife to a tractor trailer accident just south of Bigfork two years ago - it's time to take this seriously and put limits on trucks that can use Hwy 35.

Reference Number = picomment_96502685546875

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Web Comment or Suggestion
Submitted: 06/30/2008 09:29:27

Comment or Question:

Regarding trucks on Mt 35: Over the past several decades, I have witnessed several near accidents. In general, it has been a combination of the many driveways and roads entering the highway and the tractor trailers that exceed the 50 mph speed limit by 10-20 mph. Speeding semis swerving into the oncoming lane to avoid a car entering or leaving the highway- causing an oncoming car to drive in the burn to avoid death. So far, in the cases I have witnessed, there has been room for this to be done, luckily. As you know, much of that road does not have sufficient room alongside to take this evasive manouver. Chip trucks seem to be especially frequent dangerous speeders. Cure: Local delivery truck traffic only! Cure: Enforce the speed limit! No hazardous materiale allowed north from Polson.(Woods Bay gas station can be served from the north, eliminating many miles of exposure to the inevitability of pollution of the lake.) The convenience of truckers cannot be given weight over the safety of the residents and travelers along that route, nor should it have priority over Flathead Lake! Time has shown the inevitability of accidents caused by trucks. Please do what it takes to remedy a situation that has been a dangerous one for a very long time!

Reference Number = webcomment_8236083984375

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 06/28/2008 22:24:15
Project Commenting On: Highway 35, East Shore of Flathead Lake
Project State Highway No.: 35
Nearest Town/City to Project:Polson

Comment or Question:

I want to write to support restrictions on truck traffic on Highway 35. As the recent incidents have clearly demonstrated, Highway 35 is not suitable for through truck traffic. The road has many sharp turns, limited sight lines, and frequent slow moving farm vehicles. In addition, any accident involving hazardous materials would have a significant environmental impact on ecologically sensitive Flathead Lake. Ideally, Highway 35 should be designated a scenic by-way with no through commercial traffic. If that is not feasible, then at the very least MDT should restrict the road to no through-traffic for hazardous materials, and no second trailers for all truck traffic (ie, no pup trucks). I hope the MDT will take appropriate action before a major incident occurs along Hwy 35.
Thank you.

Reference Number = picomment_544769287109375

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 06/19/2008 12:24:28
Project Commenting On: Hwy 35-US 93 safety issues
Project State Highway No.: 35
Nearest Town/City to Project:Lakeside

Comment or Question:

Director Lynch,

At the May 27th meeting of the Lakeside Community Council, concerns were expressed by members of the council regarding the possible banning of truck traffic from Hwy 35. It was discussed that said ban would significantly increase truck traffic on Hwy

93 thru Lakeside which already has traffic problems, especially in the summer months. It was also brought up that trucking companies pay a significant amount of taxes and that those tax dollars are used to maintain Hwy 35. It seems inequitable to arbitrarily ban them from using what is the shortest route to many trucking destinations in the valley. In these times of record fuel prices, it doesn't seem prudent to force them to take longer routes unless an eminent safety hazard is demonstrated. Thank you for this opportunity to communicate the council's concerns.

{signed}

Reference Number = picomment_334930419921875

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 06/17/2008 14:32:35
Project Commenting On: Hwy 35/Hwy93 Public Meeting 06/04/08
Project State Highway No.: Hwy 35/US 93
Nearest Town/City to Project: Somers

I believe the two most important considerations are:

1. Safety.
2. Preserving the water quality in Flathead Lake. I think with those two things in mind, it makes sense to disallow, or discourage through-truck traffic on the east lake shore. Ways to discourage east shore thru-traffic might include gas available along the west shore with lower gas tax for commercial vehicles, or a 24-7 manned weigh station on the south shore. I think in addition to #'s of access points, the lessened visibility due to foliage on the east shore needs to be considered, as well as the general condition of the roadway and wildlife as a road hazard. Hazardous materials should never be allowed on the east shore in an all effort to decrease the possibility of a spill into the lake, except for those loads needed for local service, such as propane deliveries along the east shore.

Reference Number = picomment_643402099609375

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 06/17/2008 14:35:08
Project Commenting On: Hwy 35/Hwy93 Public Meeting 06/04/08
Project State Highway No.: Hwy 35/US 93 Nearest Town/City to Project: Somers

Comment or Question:

Possibly consider requiring placards on the rear of the rigs to indicate respective length (double, triple, etc.) Is there a possibility of providing tax insentive (sic) for through trucks who agree to use Hwy 93 - (identify by label)

Reference Number = picomment_805816650390625

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 06/17/2008 14:41:47
Project Commenting On: Hwy 35/Hwy93 Public Meeting 06/05/08

Project State Highway No.: Hwy 35/US 93
Nearest Town/City to Project:Polson

Comment or Question:

We have had (2) properties on Hwy 35 for the past 18 years – MM 22 and MM 9.5
Our concerns from over 10 years ago STILL (emphasis added) apply today –

The trucks are consistently (emphasis added) driving too fast – Over the speed limit – it is terrifying at times – this has been for 15 years and we have not once seen a patrol car pull over known violators of the speed limit – If the truckers know they have a clear route they will push their limits –
Please put added pressure where necessary to ensure these trucks are monitored -

Reference Number = picomment_14703369140625

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 06/17/2008 14:39:05
Project Commenting On: Hwy 35/Hwy93 Public Meeting 06/05/08
Project State Highway No.: Hwy 35/US 93 Nearest Town/City to Project:Polson

Comment or Question:

More presence of the Highway Patrol would be a good way to solve the problems of Hwy 35.

There is a lot of speeding on 35.

Reference Number = picomment_52362060546875

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 06/17/2008 14:29:58
Project Commenting On: Hwy 35/Hwy93 Public Meeting 06/04/08
Project State Highway No.: Hwy 35/US 93 Nearest Town/City to Project:Somers

Comment or Question:

We need trucks – for everything we use
We need jobs – Trucks provide
We need less interference
with people who provide service- jobs and tax revenue-

Reference Number = picomment_3819580078125

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 06/17/2008 14:26:16
Project Commenting On: Hwy 35/Hwy93 Public Meeting 06/04/08
Project State Highway No.: Hwy 35/US 93 Nearest Town/City to Project:Somers

Comment or Question:

Please restrict truck traffic on this highway if possible or lower speed limit.

Put a bike path on the east side – increasing perceived room for safety. This would be an economic boon as well. If bike path went to Glacier, people would come from everywhere to ride this beautiful area and would spend their money here. Gas will keep getting more and more expensive and bicycles are going to be a necessity.

Bus system would be great for travelers to Polson, Kalispell & Whitefish as gas gets higher and higher.

Reference Number = picomment_3592529296875

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 06/17/2008 14:23:11
Project Commenting On: Hwy 35/Hwy93 Public Meeting 06/04/08
Project State Highway No.: Hwy 35/US 93 Nearest Town/City to Project:Somers

Comment or Question:

I am all for reducing heavy truck traffic on MT 35!

Reference Number = picomment_670806884765625

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 06/17/2008 14:20:20
Project Commenting On: Hwy 35/Hwy93 Public Meeting 06/04/08
Project State Highway No.: Hwy 35/US 93 Nearest Town/City to Project:Somers

Comment or Question:

Please do (emphasis added) look at rail traffic not only for passengers from S to N and back but also for carrying more propane and fuel to our valley via BNSF to Whitefish and then use smaller vehicles to transport it to the local areas.

- Please restrict the hazardous contents to 93 versus 35 – those that don't have to make deliveries to the east shore

- Could you please create signage to remind us to preserve our environment and ourselves – we take this for granted

- Please look at being creative – like some of the European countries to have restrictions

Reference Number = picomment_61309814453125

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 06/17/2008 14:16:35
Project Commenting On: Hwy 35/Hwy93 Public Meeting 06/04/08
Project State Highway No.: Hwy 35/US 93 Nearest Town/City to Project:Somers

Comment or Question:

Most of the attendees at the meeting held in Somers (6-4-2008) talked like they would like to shift less desirable traffic from 35 to 93. If this is done how will MDT insure that if and when this happens the accident and congestion do not increase beyond what is expected. Shifting the traffic would be like squeezing a water balloon. Lets (sic) not make a solution a larger bubble on 93 than it should be.

Thanks.

Reference Number = picomment_580963134765625

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 06/17/2008 13:55:25
Project Commenting On: Spill Hwy 35 mile marker 5
Project State Highway No.: 35
Nearest Town/City to Project: Polson
Project Milepost: 5

Comment or Question:

If trucks are not making a drop to Bigfork, they should not be allowed to take hwy 35. That highway is under a lot of strain, with no viable options for rebuilding it elsewhere, nor widening it. Were going to fool around and suffer another catastrophic oil spill or something of the like until we have major crisis on our hands and no remedy. I think the transportation dept should coordinate a ddate specific 35 tag for use when delivering to Bigfork, for use with the trucking companies. DOT should post signs to the effect that unles you have the day specfic tag, you must route up Hwy 93. In addition, a bypass around Polson should be proposed again to route heavy transport vehicles around Back Rd and across the river south of the current Polson Bridge, north of Kerr Dam. That is ultimately what will need to happen, so putting it off just means only cha-ching cha-ching. By the way, how is that clean up going on 35? How many millions has that rung up to date?

Reference Number = picomment_40130615234375

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 06/17/2008 13:00:07
Project Commenting On: Flathead lake truckers
Project State Highway No.: 35
Nearest Town/City to Project: Polson/Bigfork
Project Milepost: length of lakeshore

Comment or Question:

To Dwayne Kailey,

With all the discussion of trucks and the obvious problems with them that most folks are currently been complaining about, has anyone ever addressed the problems of trucks throwing rocks on the 35 corridor? It is by far the worst road for windsheild damage during the winter. On almost every trip in the winter, you can gaurentee getting hit by flying gravel each trip. The brunt of those rocks come from trucks because they are so close on the narrow road. The brunt of the cost is taken by folks in autos and pickups.I have never heard anyone address this issue. The cumulative effect is overwhelming that folks just trying to get somewhere have to take the brunt of it. Thanks for hearing me out, I drove trucks for several years so I understand what they are dealing with as well...

Reference Number = picomment_23779296875

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 06/17/2008 12:44:59
Project Commenting On: MDT truck restrictions on Hwy 35
Project State Highway No.: 35
Nearest Town/City to Project:Bigfork

Comment or Question:

I hereby request that you strongly consider restricting the types of product allowable for hauling on Hwy 35 along the E. shore of Flathead Lake. Specifically those trucks carrying fuel and or hazardous materials should be prohibited to use this route. Especially when alternative and what I consider to be safer routes are available -- e.g. Hwy 93. Water quality and protection should be of utmost importance. Thank you for your time.

Reference Number = picomment_32861328125

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 06/17/2008 11:56:56
Project Commenting On: Truck Restrictions on Hwy 35 East Flathead Lakeshore

Project State Highway No.: 35
Nearest Town/City to Project:Bigfork
Project Milepost: 25

Comment or Question:

I have resided full time along Hwy 35 East Lake Shore of Flathead Lake for over 35 years. We have been in fear of our safety for the entire time because of heavy hauling trucks that use the roadway 24 hours per day. There has been hundreds of incidents and accidents involving trucks on 35 including a near high speed collision with a loaded school bus and three fuel tanker crashes that spilled toxins ignited fires and polluted Flathead Lake. The road is narrow and with hundreds of access points for homes and businesses this is no place for heavy, fast and large truck traffic especially hauling hazardous materials.

The road is used as a scenic route by slow often stopping tourist traffic. It is located right on the lakeshore for many miles which creates an attraction for sightseers and also an extraordinary threat to the water of Flathead Lake and many springs and streams that flow into the lake when there are accidents. Maintenance of Hwy 35 is impossible for truck traffic because the right of way is too small and legally in question and road base is inadequate. Hwy 93 can be used as the main truck route around Flathead Lake because it is designed for truck traffic and has Federal priority for funding.

Reference Number = picomment_3590087890625

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 06/17/2008 11:55:42
Project Commenting On: TRUCKS ON HWY 35
Project State Highway No.: 35
Nearest Town/City to Project:POLSON

Comment or Question:

Dear Mr. Dwayne Kailey,

My husband Ken & I have lived on Flathead Lake for 17 years, prior to that we spent every moment we could here for over 45 years. It is because of the beauty of the area, & the pristine quality of the water. We have houses on the lake that still use it for drinking water. The accidents that have occurred recently are unexcusable. There is the West Shore Route, why should it be questioned, the East Shore Route is not suitable for the large trucks, without going into all the obvious reasons.

I am a Real Estate Broker in Polson, I see the amount of traffic and the speed in which the trucks travel, many times over the years, I've witnessed near accidents. It may be an inconvenience initially, however we all adapt to change.
I would ask that you use your influence to limit the size of trucks that are allowed on Hwy 35.
Thank you for your time.

Reference Number = picomment_98358154296875

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 06/17/2008 11:06:08
Project Commenting On: Hwy 35/Hwy93 Public Meeting 06/05/08
Project State Highway No.: Hwy 35/US 93 Nearest Town/City to Project:Polson

Comment or Question:
June 5, 2008

Presuming there is a 2nd set of public meetings on Hwy 35, and presuming MDOT can derive a publically acceptable plan which involves some kind of construction and engineering solution, what would be a reasonable time period (in years) from start of construction/engineering to the completion of project.? Thanks.

Reference Number = picomment_44464111328125

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 06/17/2008 11:02:33
Project Commenting On: Hwy 35/Hwy93 Public Meeting 06/04/08
Project State Highway No.: Hwy 35/US 93 Nearest Town/City to Project:Somers

Comment or Question:

I believe the truck situation should remain "as is." Truckers have a problem with high fuel costs, and should not be forced into anything costing more fuel.

Trucks, for the most part, are good about obeying speed limits and highway requirements. A larger problem is 4 wheelers with 7, 4 and 15 license plates, who are speeding and passing on solid lines.

Note: I live within 40' of the road.

Reference Number = picomment_991546630859375

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project

Submitted: 06/17/2008 10:58:36

Project Commenting On: Hwy 35/Hwy93 Public Meeting 06/04/08

Project State Highway No.: Hwy 35/US 93 Nearest Town/City to Project:Somers

Comment or Question:

Can the MDT work with the drivers of vehicles and educate what is important driving behavior. Possibly through Drivers Training in schools and at drivers license renewal. Educate that we are not alone on the road even if we may feel alone in the car – we have to become less selfish and more courteous.

I believe education is possible & can change behavior.

You did a wonderful job & appreciate your work and interest.

Reference Number = picomment_266021728515625

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project

Submitted: 06/17/2008 10:55:30

Project Commenting On: Hwy 35/Hwy93 Public Meeting 06/04/08

Project State Highway No.: Hwy 35/US 93 Nearest Town/City to Project:Polson

Comment or Question:

May 16, 2008

Montana Department of Transportation

ATT: Jim Lynch, Director

2701 Prospect Avenue

PO Box 201001

Helena, Montana 59620-1001

Subject: May 15, 2008 article ran in Lake County Leader Newspaper
"MDOT to take public comment on Highway 35"

Dear Director Lynch:

My name is . I am writing this letter to you because of an article I read in the Lake County Leader regarding Highway 35. It stated your department will be taking public comment from the community. Although I am no longer a resident of the great state of Montana I have very strong ties to Lake county and even a deeper passion about the article. You see, sir, my younger sister was in a tragic accident on that highway many years ago. She was only 20 years old. Her 4 month old son and her 3 year old daughter were driving to Kalispell for a day of shopping. On her way home her car tire got too close (sic) the shoulder of the road and slide down an embankment; she and the baby were killed instantly. My niece survived and was the one to walk to a near by neighbor's home and ask for help. There wasn't a guard rail where her car went down and the road was very winding. I know that many families have been affected by the tragic loss of there (sic) loved ones because of this road.

It is a very scenic drive and brings to mind how beautiful this area is. Trying to slow traffic in a fast pace world doesn't seem to work, restricting certain type of vehicles from using this highway seems to constrict the residents from goods and services. I do agree with the article that highway 93 seems to be much safe route (sic); my question is why can't the west side be re-done? I know that money is a factor but it would safe

(sic) someone's sister or brother from the heart ache my family went through wouldn't it be worth it? When you sit with your department and the community please remember those who have lost their lives on this road. I appreciate your time you have taken to read my letter and hear part of my story and know that your professional (sic) at Montana Department of Transportation will continue "to serve the public by providing a transportation system and services that emphasize quality, safety, cost effectiveness, economic vitality and sensitivity to the environment".

Sincerely,
(signed)

Reference Number = picomment_327606201171875

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 06/17/2008 09:55:10

Project Commenting On: Hwy 35/Hwy93 Public Meeting 06/05/08
Project State Highway No.: Hwy 35/US 93 Nearest Town/City to Project:Polson

Comment or Question:

1. Does use of scenic byways by trucks as regular route increases their insurance?
2. Why was 93 improved? At the time we all thought to divert truck traffic?
3. Graf that shows how close to houses and school-buses? HOW CLOSE + speed limit for those areas?
4. Any "services" defines access points. "? Driveways"
5. Minimal time period cherry truck service
6. Propane service. Limit trucks to services needed for highway 35 (emphasis added)
7. School bus struck late 70's or early 80's. People tried to limit through truck traffic. No one hurt. Just fear.
8. 80's house struck and burned by truck. No deaths.
9. Guard rails went up 15-20 years with major push by Dr. Ray Kowsko, (now deceased) because a vehicle flew off road into cabin.
10. 1 week after or 2 after gas spill truck with plants went off road between 9 and 10 milemarker. Guard rail not fixed.
11. What would it take to reduce speed limit to 45 miles/hour when close to lake, house, cabin, or school bus site or business?
12. What would it take to make 35 a state route so federal monies not used?
13. How many state routes in Montana?
14. Why did they ever ever consider 35 a federal road. So impractical.
15. How many patrol officers for 35 and how many tickets to trucks for speeding +jake brake use?
16. Alot of these grafts seem "slanted" towards unrestricted (I mean unrestrictred.) (I knew there's restrictions) but slanted towards truck industry? Just my opinion.
17. How many insurer's of trucks are going to keep same rates if trucks drive 35, after clean up and looming litigation?
18. What is minimal liability of insurer's of trucks who drive 35. (sic)
19. I agree with the women who said there's a feeling of being held hostage by trucking industry.

Reference Number = picomment_482574462890625

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 06/17/2008 09:48:37
Project Commenting On: Hwy 35/Hwy93 Public Meeting 06/04/08
Project State Highway No.: Hwy 35/US 93 Nearest Town/City to Project:Somers

Comment or Question:

I've lived on or near Hwy 35 for over 20 years. I last drove 18 wheel in Montana over 25 years ago. For @ 10 + years I lived right on 35. The lot was split by Hwy 35. Yet I remind folks, trucks pay taxes and have a right (as much as anyone else) to travel MT 35. Trucks actually perform a service for all of us in Winter, keeping Hwy 35 clear, esp. at night, when trucks are sometimes almost the only traffic and 1st to report emergencies.

Anyone who lives on 35, and is honest, must admit to speed limit violations. Yes, I agree with Lyle. Lowering speed limit has not been a solution and will not be a solution, & the real solution is better roads and shoulders like U.S. 93. This might necessitate relocating sections of Hwy 35 away from the shore i.e. make sections of current 35 a local road. This has made driving 93 more pleasant and might work for safety and accident avoidance on 35. But, of course, that would take a whole lot of money and may not be realistic. So the only solution I have to suggest that could help document truck speed and safety is to possibly ask the trucking industry to voluntarily implement a type of "GPS" stamp in and stamp out as the trucker enters and leaves. This at least could document whether or not trucks and individual truckers are driving safely, with regard to speed.

This is just an idea, to allow truckers to continue on 35, promote safety for all, and address peoples perception re: trucking on 35.

Reference Number = picomment_9039306640625

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 06/16/2008 14:15:44
Project Commenting On: Hwy 35/Hwy93 Public Meeting 06/05/08

Project State Highway No.: Hwy 35/US 93 Nearest Town/City to Project:Polson

Comment or Question:

Regarding Truck – Trailer Combination Traffic on Montana Highway 35.

My main concern is all Tractor-Trailer Combination “rigs,” loaded or unloaded, without local origination or destination that travel between Polson and Bigfork. This highway is too narrow and not properly engineered for these types of vehicles.

The road condition has also been deteriorating because of the extreme weight and density of these vehicles.

The two recent incidents of role-overs (sic) are just warning lights of impending major disasters:

- The flooding of the highway between mile markers 11 and 14 three years ago, caused serious damage under the roadway in at least two and maybe three localtions (sic). Instead of rebuilding these sections completely, material was merely packed under the road way. It is just a matter of time before these locations cave-in because of the weight and continuous use.
- The corners on this highway are improperly engineered for these tractor-trailer combinations to properly maneuver without crossing over the centerline. Some of these corners are blind corners.
- The highway is beginning to develop ruts which will cause additional maneuverability problems when a rig’s outside tires get caught in the soft shoulder of the highway.
- The 50 mph speed limit is not in sync with truckers’ time schedules and is seldom observed, adding to the probability of a major disaster.
- Montana Highway 35 between Polson and Bigfork is largely a residential highway, as the number of mailboxes will attest. As such, “Jake-brakes” should not be allowed at anytime.

Tractor-Trailer combinations should be eliminated from Montana Highway 35 immediately and an extensive long-term study should be conducted regarding the capabilities and suitable use of this highway.

The historical significance of this highway as a WPA and CCC project during the depression and its scenic value to motorists and residence (sic) should dictate its future use.

Sincerely Submitted by:

(signature)

Reference Number = picomment_2667236328125

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 06/16/2008 13:46:39
Project Commenting On: Hwy 35/Hwy93 Public Meeting 06/05/08
Project State Highway No.: Hwy 35/US 93 Nearest Town/City to Project:Polson

Comment or Question:
TRUCK TRAFFIC ON MT HIGHWAY 35

Anyone who has driven Highway 35 on the east side of Flathead Lake is aware that the road is narrow, hilly, windy (sic) with very few passing areas. This highway runs extremely close (sic) the Flathead Lake, with no shoulders for safety. Unlike Highway

93 on the west shore, there are no designated passing lanes on Highway 35. It is a dangerous road for cars and pickups let alone large semi-trucks with "pups". While there is a seasonal need for trucks to service the cherry orchards and occasional deliveries are necessary, on a daily basis, semis, especially "pups" should be restricted.

I am personally aware of three fuel spills on this highway. One occurred on the lake side of the road in an area full of natural springs that are still being monitored for contamination. One caused a house full of a world-traveler's mementos to be destroyed by fire. The most recent spill has caused several homes to be declared "uninhabitable". This is a terrible record. Add to these spills, all the logging trucks that have run off this road – some resulting in deaths – and a chemical spill at Fulkerson's Corner, it is astounding that large trucks are still driving this road.

Another factor which adds to the danger of semi-trucks on this road is the fact that nearly all residential driveways access directly onto Highway 35. There are no frontage roads, and driveways accessing from the lake side often have to contend with steep lanes, no shoulders, and blind curves or hills. The driver often has to just "go for it" and pull up onto 35.

Conversely, semi-trucks often follow close, making it difficult for these vehicles to stop in time for cars turning onto residential lanes.

Additionally, and most importantly, the combination of slick winter roads, school buses and semi-trucks on this predominantly residential road, is a formula for disaster. The trucks seldom keep to the speed limit and there is no where to go if the driver can't stop his loaded vehicle in time.

Finally, every accident, besides offering the potential for personal harm, threatens the pristine nature of Flathead Lake.

Why wait until major contamination ruins this jewel of Montana?

Don't we have a responsibility to protect this gift of nature as well as addressing the safety of the people who have chosen to live around it?

Some sort of incentive could be considered to encourage truckers to take Highway 93 instead of Highway 35. Thank you.

Reference Number = picomment_96783447265625

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project

Submitted: 06/16/2008 13:40:59

Project Commenting On: Hwy 35/Hwy93 Public Meeting 06/05/08

Project State Highway No.: Hwy 35/US 93 Nearest Town/City to Project:Polson

Comment or Question:

Director Jim Lynch

Montana Department of Transportation

Dear Mr. Lynch:

It is time to recognize that our most precious jewel in Montana, Flathead Lake, is on its way to becoming the next EPA site in Montana. What a travesty that is not to mention the short sightedness of our agencies in protecting our Flathead Lake. There is not a waterway nationally that can boast of the clean water and scenic beauty Flathead Lake has. It is one of our most valuable resources in Montana and yet we still allow tandem semi-trucks roar down our east shore as if it were an industrial interstate when it really is a scenic, residential by-way. It is time to change the use of the Highway 35.

The use of the highway for trucking traffic has been the cause of numerous accidents that resulted in damage to the local residents. August 5, 1975, when a fuel truck crashed, caught fire and exploded, taking a two-story log home with it. There was a chemical spill at Fulkerson's Corner south of Finley Point in September of 2002 and a spill in East Bay sometime around 1992. Now we have a gasoline spill that is affecting several families in the evacuation of their homes they have yet to return to. A critical concern with the spill is the contamination of Flathead Lake and what that means to its water quality. Again, water is our most precious resource in Montana and will be even more in the future. We must do every thing

(sic) in our power to protect Flathead Lake and that means no more large trucking traffic on Hwy 35.

In 1991 a 700-signature strong petition was taken before legislators in Helena to establish Highway 35 as a scenic highway and procure funding for a bike trail. The attempt fizzled under pressure from the trucking industry. It is time to go to the legislation again with the support of our Congressional Delegation and the Governor of Montana. The trucking industry has an alternative route – that is the west shore route that has been vastly improved with passing lanes and the route does not follow closely to our lakeshore.

IT IS TIME TO ESTABLISH HIGHWAY 35 AS A SCENIC BY-WAY WITH LIMITATIONS TO TRUCKING TRAFFIC.

I will be calling upon residents, our congressional delegation and the Governor of Montana to establish this designation. I appreciate your attention to this matter and look forward to your support in moving this forward.

(Signed)

cc Senator Baucus, Senator Tester, Governor Brian Schweitzer

Reference Number = picomment_500762939453125

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 06/16/2008 13:37:12
Project Commenting On: Hwy 35/Hwy93 Public Meeting 06/04/08
Project State Highway No.: Hwy 35/US 93 Nearest Town/City to Project:Polson

Comment or Question:
May 15, 2008

A note for meeting of June 4, 2008

We talked to Les Sheridan when we first moved here in 1970. He was so proud of his constructing the east shore road and how it fit in to this wonderful area-----in his opinion, the best place in the world. He did not foresee that it would become a truck route.

I agree with Don, that the chip trucks, even with closely tethered pups, if the drivers are careful and drive at legal speeds, are not a problem-----not aesthetically satisfying, but not dangerous. However, we have all seen long tongued “pups” getting entirely too frisky. And, if a wheel whips onto the narrow, soft shoulder, bad news. Also we see excessive speed with tankers, seemingly in the very vehicles whose drivers should be the most cautious. Remember the old movies that show the “nitro” drivers going like heck, over bumps, causing white knuckles and bleeding lips, as if they think they should go fast and get the chance of being blown to kingdom come over with?

The obvious thing is that we have a road that is suitable for only limited use.

The sad part of all this is how rapidly the issue initially turned into “them” against “us”. But what do we expect.

Democrats against republicans; conservatives against liberals.

Any category you can think of has an antagonistic group to enhance stalemate. But we have to truly sit down with the truckers organization and decide if we want to solve this problem or just fight and bring on the lawyers. I think we are beginning to work towards a solution as we hear the truckers’ reasons for resisting change. This is encouraging.

If trucker organizations will spill out their honest grievances, I think we will get somewhere. Long before the surge in cost of diesel fuel, they successfully got through double trailer use and using the less hilly east shore route in order to save fuel.

But, even then, the only consideration was cost. Environmental issues have come to the fore, adding to the complexity but emphasizing the necessity of finding a suitable solution.

Could a single tank tanker could be acceptable for deliveries that couldn’t be made from the west shore? Chip trucks are O.K.

All vehicles need to keep their speed within the suitable speed limits already in place. No matter what restrictions are imposed, good behavior is an essential requirement. Even if we could pass laws that would mandate safety, we could not apprehend all “bad apples”. The trick is to avoid spoilage.

Maybe we could work with truckers to get to the heart of the problem ---the cost of fuel. The pathetic TV news that reminds us, every night, that food costs are going up because of cost of oil that is used in farm machinery, fertilizer, transportation.

In my previous note I erroneously thought that an oil barrel was 55 gallons (like I have seen used for rural trash burning). A dictionary definition states there are 42 gallons in a petroleum barrel. So, the cost of crude is a huge factor. Taxes and cost of refining, including special regional blends, and delivery make a huge addition to cost before we can buy fuel at the pumps. But oil executives have no answer, or have not been asked about, the outrageous cost of diesel fuel at the pumps.

Diesel used to require very little refining. Even with environmental protection requirements such as providing low sulfur fuel, the refining costs should be no where near that of gasoline. With the low sulfur diesel fuel at the pumps, the differential between diesel and regular gas has varied, capriciously, between 15 and 80 cents. Industries answer is that they have to work with the restraints of refinery capacity and environmental laws. A couple of years ago, I was looking at an efficient Volkswagen diesel, with EPA emission standards equal to our gas standards, 55 mpg, highway, and asked why the price of diesel had gone up. I was told that all our diesel fuel comes from a BP refinery in Canada. When Exxon can make 11 billion a quarter and not plow any of (sic) into refinery production to ease the cost of the fuel that runs the nation, it makes me mad. Recent appearance of oil executives before a Senate investigating committee showed a united, pathetic response to questions of substance. Attempts to pin them down and explain diesel fuel costs did not occur. Maybe if enough lobbyists (such as truckers and environmental groups) get together, they can fight with the big boys or at least embarrass them.

I'm hopeful, since a good tone has been set, that through give and take, we can work out a satisfactory result.

Sincerely

(Signed)

Reference Number = picomment_4287109375

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 06/16/2008 10:28:24
Project Commenting On: Hwy 35/Hwy93 Public Meeting 06/05/08
Project State Highway No.: Hwy 35/US 93 Nearest Town/City to Project:Polson

Comment or Question:
Hwy 35 Problems and Possible Solutions
6-5-08

PROBLEMS

1. It is apparent from the condition of the asphalt paving that the bed of 35 was not designed to withstand the pounding of heavy truck traffic.
2. It is in the National interest, and the Consumers' interest, to reduce fuel consumption because lowering demand will lower fuel prices. The trucking

industry wishes to reduce the amount of fuel used by using 35 vs 93. Driving time is reduced by driving 35; time saved is money earned.

3. The high noise levels from trucks with inadequate mufflers and those using compression brakes are unacceptable to affected residents along 35..Noise ordinances are not enforced.

4. Many trucks do not observe the speed limit thus increasing the probability of accidents and resulting in the increased use of fuel.

A SOLUTION

Toll roads are in increasing use in Europe and the USA for solving traffic and infrastructure funding problems.

I propose that 35 become a toll road for thru trucking. The toll collection process must be simple for the concept to be accepted and be cost effective to provide revenue for highway improvements and enforcements.

THE TRUCKING INDUSTRY TO SHARE THE FUEL AND VALUE OF TIME COST SAVINGS WITH THE PUBLIC.

One way to accomplish this would be to Permit each truck wishing to use 35 and assign a fee based upon the fuel and time savings for that make and model truck using 35 vs 93. Near the entrances to 35 establish an unmanned tolled both (sic) where Permitted Users could log in and state weather (sic) loaded or un-laden. Truckers would be billed by the State, rather than a cumbersome collection of fees at booths for each trip. Heavy fines levied for violations of toll policies.

This presents a practical compromise that should be acceptable to the tucking industry. It will provide funds to repair and upgrade 35 and increase enforcement of speed and noise laws.

Unwilling to compromise? USE 93!

Perhaps solving some of 35's problems would make it a model for solving other similar problems, thus grant money may be available.

Reference Number = picomment_514312744140625

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 06/16/2008 08:02:10
Project Commenting On: Hwy 35/Hwy93 Public Meeting 06/05/08
Project State Highway No.: Hwy 35/US 93 Nearest Town/City to Project:Polson

Comment or Question:

30939 STATION CREEK WAY, POLSON, MT 59860 COMMENTS;; I DID NOT SEE A CALCULATION FOR TIME AND FUEL FOR A ROUTE NORTH ON HWY 93; THENCE ACROSS RTE 82; THEN CONTINUING NORTH ON HWY 35. IT SEEMS AS IF THIS MIGHT TAKE LESS TIME AND FUEL!

THE EXAMPLE OF A DOT TRUCK GOING FROM POLSON TO PLUM CREEK MAY BE SPECIOUS. THERE ARE MANY OTHER DESTINATIONS FOR TRUCKS, INCLUDING KALISPELL ITSELF, SUBURBS, ETC. WE SHOULD NOT BE JUST USING FOREST PRODUCTS AS AN EXAMPLE AND PAINT THEM AS VICTIMS OF FUEL COSTS AND TIME. FUEL BURN AND TIME WOULD BE LESS FOR OTHER DESTINATIONS.

""FUEL TRUCK DATA"" -THE NUMBERS OF LARGE FUEL TANKERS MAY BE UNDERESTIMATED. THE DATA WAS COLLECTED BETWEEN 7 AM - 1:30 pm. ANECDOTALLY, IT SEEMS THAT SOME OF THESE TRUCKS DO (sic) HIT THE ROAD UNTIL LATER IN THE DAY AND I HAVE PERSONALLY SEEN THEM MAKING DELIVERIES VERY LATE IN THE EVENING TO AVOID CROWDS AT THE SERVICE STATIONS AND DELIVERY POINTS. A 24 HOUR DATA SAMPLE WOULD BE MORE ACCURATE.

I BELIEVE THAT MORE HOMES ON HWY 35 ARE JUXTAPOSED NEAR THE ROAD, VS THE AVERAGE HOME ON HWY 93. THIS IS BECAUSE OF THE STEEP TERRAIN DIRECTLY BEHIND 35. THESE FOLKS ARE MORE IMPACTED BY TRUCK TRAFFIC THAN THOSE ON 93.

THERE ARE FOUR [4] TIMES AS MANY MILE [9+] OF HWY 35 WITHIN THE 0-100 YARD ZONE FROM FLATHEAD LAKE AS ON HWY 93!

THE SPEED LIMIT ON HWY 35 IS INCONSISTENTLY ENFORCED. PERHAPS TRUCKS/TRAILERS ARE DIFFICULT FOR MHP TO SAFELY PULL OVER, SO ANYTHING BUT RECKLESS DRIVING GETS A PASS?. THUS IS ENFORCEMENT SKEWED TOWARDS AUTOS?. THE LARGE TRUCKS, ESPECIALLY FOREST PRODUCTS, INCLUDING CHIP TRUCKS ROUTINELY EXCEED THE SPEED LIMIT, TAILGATE, CROSS THE CENTER LINE ON CURVES AND GENERALLY DRIVE UNSAFELY. PERHAPS SEVERAL DAYS A WEEK AN MHP PATROLMAN COULD ROAM HWY 35 AND JUST CALL IN PLATE #'S TO ANOTHER MHP IN POLSON, OR BIG FORK AND HAVE THEM PULL THE OFFENDER OVER IN A SAFE AREA.

""ACCESS POINTS"" THERE ARE 80 percent MORE ACCESS POINTS ON THE E SHORE, HWY 35, THAN ON HWY 93. THIS CREATES MANY MORE POSSIBILITIES FOR A DISASTROUS ACCIDENT IN SITUATIONS WHERE A LARGE TRUCK MAY

HAVE TO STOP QUICKLY FOR AN ENTERING OR EXITING VEHICLE.. THE LEVEL OF SERVICE [D ampersand E] ON HWY 35 IS ALREADY [2008] MUCH HIGHER THAN ON 93 AND IS SLATED TO INCREASE.

== MORE POTENTIAL ACCIDENTS (sic)

THERE IS VERY LITTLE MANEUVERING ROOM ON HWY 35, COMPARED TO 93.

THE SHOULDERS ARE PRACTICALLY NON-EXISTENT. THE ROAD ITSELF IS NARROW AND WAS NEVER CONSTRUCTED ANTICIPATING THAT THIS WOULD BE A MAJOR TRUCK ROUTE!. WHERE THERE ARE GUARDRAILS, THE PROBLEMS ARE EXACERBATED. IF THERE ARE BICYCLES ON THE ROAD [SUMMER] AND A TRUCK IS ON A BLIND CURVE AND NATURALLY SWINGS WIDE - THEN WHAT?

HEAVY TRUCKS HAVE CLEARLY AND UNEQUIVOCALLY CAUSED A DANGEROUS FURROW [WHEEL TRACKS] ON MANY PORTIONS OF HWY 35. THIS CAUSES ACCUMULATION OF RAINWATER, SLUSH, ETC. THUS THE POTENTIAL FOR HYDROPLANING OF LIGHTER VEHICLES IS GREATER. NO MENTION WAS MADE OF THIS EXCESS WEAR AND TEAR ON 35 WAS PROVIDED. DATA ON WEAR/REPAIR COSTS SHOULD BE PROVIDED AT THE NEXT MEETING..

FURTHERMORE, THE ABOVE-MENTIONED GROOVES IN THE ROAD, MAKE TOWING TRAILERS PROBLEMATIC, AND AS WELL, DANGEROUS FOR TRUCKS WITH TRAILERS OR PUPS.. THESE TRAILERS CAN AND DO HIT GROOVES AND SWAY INTO ONCOMING TRAFFIC CREATING PROBLEMS.

SOLUTIONS?

WHETHER IT LEGALLY MATTERS, OR NOT, DESIGNATE HWY 35 AS A SCENIC HIGHWAY.

CURTAIL THROUGH TRUCK TRAFFIC ON HWY 35. THUS, IN GENERAL, ELIMINATE LOADED LOGGING TRUCKS [STACKED EMPTIES OKAY], CHIP TRUCKS WITH TRAILERS, GASOLINE/DIESEL TANKERS EITHER WITH TRAILERS, OR PUPS. THERE WOULD PREFERABLY BE A LIMIT ON THE NUMBER OF AXLES ON TRAILERS, LENGTH OF THE TRAILER AND GVW. IT WOULD BE HELPFUL TO LIMIT BOX TRAILERS TO 2 AXLES AND/OR 30 FOOT LENGTH.

ALLOW:; LOCAL DELIVERY VANS/TRUCKS, GROCERY TRUCKS WITH SINGLE BOX TRAILERS, CHERRY FARM RELATED TRUCKS/TRAILERS [THESE ARE LOCAL ANYWAY]

THIS SCENARIO WOULD ELIMINATE MANY OF THE PROBLEMS WITHOUT CATEGORICALLY ASKING THAT ALL TRUCKS BE ELIMINATED.

THANK YOU FOR YOUR CONSIDERATION.

SINCERELY,

{signed}

Reference Number = picomment_12884521484375

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 06/15/2008 19:05:04
Project Commenting On: hwy 35 safety issues
Project State Highway No.: 35
Nearest Town/City to Project: Polson
Project Milepost: mile marker 6

Comment or Question:

In order to be fair to everyone and not require voting or other prolonged discussions just lower the speed limit to 35 mph!
That way EVERYONE IS ALLOWED TO USE THE HIGHWAY! It will increase our gasoline mileage to eke out better mileage for everyone. Plus, with everyone driving slower the hwy will be safer for truckers, loggers and tourists and the rest of the population. That makes all of us winners and no losers. There will be better control on the curves and areas where the hwy is narrower. The west side property owners won't feel like they are being unduly burdened. It will be up to the individual drivers to decide which hwy to use. There is no discrimination against any group. I would request that the pup trailers be eliminated and only allow the tanker. I'll bet Officer Sanderson would appreciate having all of us driving slower and safer.

Reference Number = picomment_357879638671875

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 06/13/2008 16:28:52
Project Commenting On: Hwy. 35 Safety Issues

Comment or Question:

I wish to urge the MT-DOT to disallow trucks towing trailers that carry any hazardous substance (e.g., petroleum products) from traveling on Hwy 35 between

Polson and Bigfork. As a compromise to the trucking industry, I would favor continuing to allow trucks without trailers to drive this section of Hwy 35.

Missing from all the statistics presented to the public in Polson the other day was an economic analysis of the cost of cleaning up a major spill into Flathead Lake.

What happened earlier this spring with the pup trailer spilling diesel fuel near mile marker 6 should be a wake-up call to us all. What if a similar accident happened a few miles further north where the highway passes very close to the lake?

Please be proactive and take actions to move truck w/trailer traffic to the west side of Flathead Lake where the environmental risks are much less.

Respectfully submitted,
{signed}

Reference Number = picomment_593841552734375

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 06/13/2008 14:46:47
Project Commenting On: East/West Shore-Flathead Lake
Project State Highway No.: Hwy 35
Nearest Town/City to Project: Polson Montana
Project Milepost: 1 to 35

Comment or Question:
Xest Sx Lx Alt- greaterthan Good day. (Salish)

I attended the East/West Shore - Flathead Lake meeting held on June 5, 2008 held in Polson.

I pretend not to understand the situation. Sure we all would like for life to just "hold on". But that is not the world we live in. I had prior experience in the NEPA program with my tribal natural resource program. However, things changed I still have concern about "our" environment. I submit my comments based on three points;

First, History, in 1855 the United States government realized that it need passage through the Mission Valley that was controlled by the Pend D Oreille Tribes. They needed passage for commerce trade pure and simple. Simply read the 1855 Hellgate Treay and it stated that roads shall be built through this land and safe a free passage shall be granted.

Second. The fact that in the 1980's we had several oil spills along the Flathead River from the Yellow Stone Pipeline. We simply didn't trust the word of this company and shut it down.

The indicated that if we don't have a pipeline we will find another route. So now we are faced with the second evil. The trucks that transport the oil that used to flow through the pipeline. This point was never addressed. If we had got our way they would have had to spend billions on other Indian Reservations. So they simply walked away.

Third, given the fact that the Kerr Dam project was not proposed long after the 1855 Hellgate Treaty was signed the water level and the road conflict didn't exist.

Summary, I am a student of Business and trade commerce is vital to our country's economic development. The truck provide a service the pipeline doesn't. However way it happens it will flow. I live on the east shore near mile marker 5 in a place called Hellroaring.

At night and during the day I listen the the "racket" the highway produces. I have to use ear plugs to minimize the noise sometimes. Just recently I was listening to the trucks using the "compression brakes". I feel they are using them more as a result of our complaints. Sad as it may seem.

As you had stated, "not in my back yard is short sighted" and NIMBY is nothing new. Until the trucking industry and the residents find compromise there will be no peace.

Things are only going to get worse. I predict that nothing will come out of these discussions and the 1855 Hellgate treaty opened the gates a long time ago.

Key, If a rail road track could be built through the mountains to take all the cargo around the human situation will only get worse. As I type this memo I can feel the vibration of a large earth mover working near by.

The white man is here. Love it or leave it.

Reference Number = picomment_86810302734375

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project

Submitted: 06/12/2008 11:00:27
Project Commenting On: Discussion of Hwy 35 and Hwy 93 Safety Plan
Project State Highway No.: 35
Nearest Town/City to Project:Polson

Comment or Question:

I could not find the comment form on the web site that was listed on the sheet that was handed out at the Public Meeting in Polson on Thurs the 5th of May. I would like to comment on line.

My Comment:

I believe first and foremost there must be a general agreement that the goal is to preserve the quality of Flathead Lake and provide SAFE routes for all. I would be interested to know if the Trucking Industry would self monitor and would be willing to make their suggests of HOW TO PROTECT the lake and increase safety knowing Hwy 35. I believe that all of a sudden this accident placed blame on the industry (probably was just one irresponsible driver) and I think the problem should be viewed in a larger scope with Saftey and Lake preservation being of utmost concerns with a future vision on growth in Montana and the number of cars and trucks that will be traveling it, etc. I also have been seeing some national statistics addressing the increase in drug use as well as dealing drugs by truckers. I think the industry could be facing some very big changes in the work ethics of it's drivers which could lead us to more accidents and a need for greater monitoring of the truckers.

The presentation on the 5th of May was excellent and I applaud Jim Lynch and the staff for all their work. There is so much to think about and I appreciate you effort on this very critical matter. {signed}

Reference Number = picomment_669830322265625

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 06/11/2008 11:15:02
Project Commenting On: Deny Semi Trucks Usage of Highway 35 between Kailispell/Polson
Project State Highway No.: 35
Nearest Town/City to Project:Polson
Project Milepost: Mile Marker 7

Comment or Question:

I read an article in the Daily Interlake that there is a possible chance that semi trucks will not be allowed to travel on Highway 35 between Kailspell and Polson. This is a very good idea for many reasons as I live at Mile Marker 7 on Highway 35 and the use of jake brakes is very common at this corner and very loud. I have not witnessed any bad wrecks on this highway, but the trucks go way to fast for this heavy traveled road for personal homes and restrauants. It is not necessary for them to use this highway as 93 is just as available and has two lanes in both directions in most places from Polson to Kailspell. Any method for safety for the people living on this Highway should be taken into consideration, plus we have a school bus that travels both directions am and pm. I am very much in favor of not allowing SEMI TRUCKS on our beautiful stretch of Highway 35.

Reference Number = picomment_539031982421875

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 06/11/2008 10:17:04
Project Commenting On: Closing to Semi Trucks
Project State Highway No.: 35
Nearest Town/City to Project:Polson
Project Milepost: Mile Post 7

Comment or Question:

There was an article in the Daily Interlake paper to voive opinions and information in referral to closing Highway 35 to large semi trucks. I inputted [www.mdt.mt.gov/mdt/comment form.shtml](http://www.mdt.mt.gov/mdt/comment_form.shtml)., but was told not found. Please advise how I may input some information for this important survey. Thank you very much. {signed}

Reference Number = picomment_369171142578125

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 06/10/2008 15:53:54
Project Commenting On: Hazardous materials spilling in lake bed
Project State Highway No.: Hwy #35
Nearest Town/City to Project:Polson to Big Fork
Project Milepost: ?

Comment or Question:

I am a property owner in Big Arm, Mt.. on Hwy 93. All hazardous materials should not be transported by trucks between Polson and Big Fork on Hwy 35. Pups should not be allowed.
{signed}

Reference Number = picomment_892578125

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 06/10/2008 13:48:36
Project Commenting On: Highway 35
Project State Highway No.: 35
Nearest Town/City to Project: Polson
Project Milepost: East shore of Flathead Lake

Comment or Question:

Truck traffic on Hwy 93 is a problem too. We have plenty of truck wrecks on the West shore of the Flathead. A Canadian truck dumped both tanks...1000 gal of diesel into the ground just above our place 2 yrs ago. A beer truck dumped his load of beer at a spot 1/4 mile from the first accident last year. There are many places very close to the Lake along 93. In marginal weather like today, there will be several truck accidents on the Polson hill. What about the Polson bridge taking all the traffic? What happens if the bridge goes? Or what about the increased truck traffic through Polson if the East shore people get their way?

Reference Number = picomment_93804931640625

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Other
Submitted: 06/07/2008 08:52:15

Comment or Question:

Truck Traffic on Hwy 35 vs. Hwy 93.

Please DO NOT divert all truck traffic to HWY 93. It should be left as is.

1. Hwy 93 route requires truck to pass through Polson, Dayton, Rollins, LAKESIDE...Polson and Lakeside being very congested already.
2. It bypasses the main part of Bigfork.
3. It is dangerous for the lake anywhere around it...accidents happen! If you re-route the traffic, at some time it is just more likely to affect the lake on the west side, but it is STILL the lake! You can't stop it.
4. You can't give special preference to those living on the east side...it just doesn't make sense and you will be opening a huge can of worms!

Reference Number = other_88238525390625

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Web Comment or Suggestion
Submitted: 06/06/2008 12:51:12

Comment or Question:

Hi,

Even though I don't live on the East Shore, I live in Polson and drive the Highway 35 more than I like.

I love the scenery, but it seems there is always someone, not always a truck, tailgating me on that road.

My comments are:

1. A nice bit of information to know would be how much time the Montana Highway Patrol spends on Highway 35 and how many tickets are written, both for cars and for trucks. Maybe also get the Lake County Sheriff's Departments numbers. I'm sure this would require intradepartmental cooperation. I know I think the troopers/officers are never out there so I'd like to see numbers. Other people I've talked to feel the same way. Please do not give my name to these law enforcement agencies or I'll be toast.
2. Nice job with the graphics and handouts. Lots of information and very easy to read.
3. Some residents of land abutting Highway 35 seem to think the lake is pristine and beautiful only on their side of Flathead Lake. The attitude of "get the trucks away from me and off Highway 35" is offputting for people who live on the West Shore. I think you did a nice job of mentioning neighbors and reasonableness.

Thanks,
{signed}

Reference Number = webcomment_982330322265625

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Web Comment or Suggestion
Submitted: 06/06/2008 07:17:55

Dear MDT, and hello, Jim.

My wife and I have lived year round on Montana Hwy 35 since December of 2002.

Since 1990 I have traveled MT 35 on a daily basis during my business activities as an insurance agent. I am also a member of the Finley Pt Yellow Bay VFD.

I offer the following observations, but first let me begin by saying I am not opposed to truck traffic on MT 35 between Polson and Bigfork.

The negative trucking behavioral issues that need work however are: NOISE, CARAVANNING, TAILGATING, PASSING vehicles going the speed limit, WHITE OUTS created by large trailers during the winter months.

Sugesstions: 1. Add reader boards informing road and driving conditions at both ends of the corridor, 2. Restrict truck traffice duing poor weather conditions, 3. Get the Montana Motor Carriers to police their own and make poor driving behavior punitive.

We all depend on truckers to bring our goods and services on a daily basis. Let's be good neighbors and drive responsibly!

I would be happy to get involved as part of a working group to help come up with workable solutions to the problem.

Thank you.

Sincerely,

{signed}

Reference Number = webcomment_929046630859375

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project

Submitted: 06/06/2008 16:00:07
Project Commenting On: Hwy 35-Polson to Bigfork
Project State Highway No.: 35
Nearest Town/City to Project:Polson

Comment or Question:

After hearing comments at the June 25, 2008 meeting at White Oak, I would like to offer another suggestion. It would be helpful if the trucking industry would offer some suggested solutions. It seemed we were preaching to the choir at the meeting as most of the trucking industry was represented by folks who were conscientious and were also looking for a solution. It would seem to be the trucking industry responsibility, as well as their insurance companies, to offer changes that would resolve the danger of carrying fuel and hazardous materials along Hwy 35. I would offer to put together a group of citizens to address the appropriate entity within the trucking industry.

Reference Number = picomment_225494384765625

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 06/06/2008 12:20:31
Project Commenting On: Finnlet point
Project State Highway No.: MT35
Nearest Town/City to Project:bigfork
Project Milepost: finley point

Comment or Question:

GAS SPILL FINLEY POINT greaterthan greaterthan greaterthan greaterthan My name is shane churla I have lived on east shore 18 mile mark for 22 yrs and have always had concern with Tractor trailer traffic in both over sized loads as well as speeds ..For one the road has no margin for error /shoulder and cant count how many of those trucks have been over line on corners and thank god it was me coming other way rather than another tractor trailer its a matter of time before there is another incident and this hole lake /safety of its residents are put in harms way AGAIN...How many of these accidents/people killed do we need to see there is a huge problem

Reference Number = picomment_833282470703125

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 06/05/2008 14:31:14
Project Commenting On: highway 35
Project State Highway No.: 35
Nearest Town/City to Project: polson
Project Milepost: 4 mile marker

Comment or Question:

I live on Hellroaring Rd. and have businesses in Polson and Bigfork. I am afraid when I drive 35 because the trucks take up so much of the road going around the curves at full speed. I am always worried about logging trucks losing their cargo because of the curves (two friends died driving behind a logging truck in Oregon, near Detroit, on a curvy road). I ride my bike into Polson but have to drive to mile marker 3 because I've been blown off the road by trucks. A scenic highway with a bike trail would be a huge economic boon to east shore, esp.

during cherry season.

Can you imagine the draw of this kind of beauty and activity?

Motels, restaurants,
road side stands would all do very well.

Reference Number = picomment_415618896484375

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Other
Submitted: 06/04/2008 23:25:30

Comment or Question:

Mr. Lynch,

The presentation you gave in Kalispell was full of interesting facts and statistics and I'm sure you did the best you could on short notice, but I must tell you that the issues that brought this meeting about were not addressed adequately in my opinion. The issue of safety was addressed from the trucking industry standpoint but not from the residents who live along

Hwy.35 . What about statistics and pie charts on environmental cleanup costs, shoulder widths, road widths, reasons why Hwy.93 was improved, the States' future expectations for a four lane hwy. from Darby to Canada, the Kalispell bypass, the actual engineering standards that determine how much traffic and load a hwy. can take and what it is really like to drive hwy.35 at surface level and charts that show a

more detailed outline of the many small curves and grades that exist along hwy.35. What about a comparison of the condition of the two hwys.? What about which hwys. can be improved and to what degree? After attending and listening to all the peripheral facts and statistics, I left wondering how the heck can common sense about the obvious inability of hwy.35 to support the kind of truck traffic that is now using it can be clouded over with a bunch of statistics and charts. The road is too narrow for big trucks, has no shoulders to buffer operator error, and runs through a very environmentally sensitive area. Sometimes the politics need to be set aside and reality needs to be realized, through the thoughts and words of the people who use the road daily, and those people are telling you that the road is scary and unsafe with the big trucks as well as other passenger vehicles. One other point that I would like to make is this: How many passenger vehicles do you know of that could cause an environmental disaster like the one we just went through? All the pie charts and statistics you could muster won't be able to undo a disaster that could pollute the most beautiful lake in Montana and one of the most beautiful and clean lakes in the world. How would you feel if that happened on your watch after so many people spoke out about that concern? Wouldn't it be better to fight the truck association with the knowledge that you took an action that could possibly prevent something terrible from happening than from someday, God forbid, having to deal with a catastrophe? An ounce of prevention is worth a pound of cure. After all, it's not like hwy.35 is the only option that trucks have to get to anywhere in the Flathead. I wonder what the people who have been evacuated from their homes feel about this? How would you feel about truck traffic if you had to leave your home and not know when you could go back? Why should it take an environmental disaster to put controls and limits on the hwy. when we can see it coming? You are in a position to take a stand and protect our jewel, please help preserve what we have BEFORE we have to clean up something we could have helped prevent. Hazardous materials, chemicals, and toxins have NO business using a hwy. so unfit for this kind of transport. Heavy and long loads are also dangerous on this road.

Truckers need to get used to the idea of hwy. 93 as their corridor for transport, that's why it is targeted for improvement up to 4 lanes in the future and why the bypass is being sought in Kalispell, and I suspect, will be sought in Polson. Time and progress has caught up with this little rural hwy. and it's time that the trucking industry is weaned from using it so relentlessly and brutally. I know that the State of Montana wants to make hwy.93 it's main trunk line from North to South, and has invested a lot of money to do so, and will continue to do so in the future. Now is the time to start to change the traffic patterns to allow this to happen, even if it means fighting a mighty political entity like the trucking association. Thank you for your efforts and your service, {signed}

Reference Number = other_695526123046875

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 06/04/2008 22:58:19
Project Commenting On: Highway 35 truck route
Project State Highway No.: 35
Nearest Town/City to Project: Polson
Project Milepost: polson to Bigfork

Comment or Question:

Dear MDT,

I am writing in support of closing Highway 35 to truck traffic.

The highway is narrow and includes many driveways with steep ascents or descents on the highway, which can be a safety hazard with high-speed truck traffic. The recent gas spill near Polson has me alarmed about future hazardous materials on the road. It is not in the interest of trucking companies, who will have to pay for clean-ups, or for residents and automobile drivers to have semi-trailers or trucks with pups on the highway. The improvements on Highway 93 were designed for truck traffic, so there are feasible alternatives. For trucks needing to access points between Polson and Bigfork on the east side, permits could be made available. I frequently drive the highway and am concerned about the safety of my family on the highway.

Thank you for considering these comments, {signed}

Reference Number = picomment_720306396484375

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 06/04/2008 17:50:59
Project Commenting On: Hyw 35 safety issues
Project State Highway No.: 35
Nearest Town/City to Project: Bigfork
Project Milepost: all along lake shore

Comment or Question:

Hyw 35 SAFETY ISSUES

Very concerned about large trucks going on Hwy 35 when they have a more suitable road on the other side of the Lake. Safety issues, speed, etc. are very serious.

As an owner of property along this highway I request something be done to stop such danger to people and the environment.

Reference Number = picomment_322418212890625

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 06/04/2008 17:28:40
Project Commenting On: Hwy 35 Ban on Trucks
Project State Highway No.: 35
Nearest Town/City to Project: Woods Bay
Project Milepost: Mile 26

Comment or Question:

As a resident of Bigfork, commuter to Missoula for work, and stakeholder in a Woods Bay commercial interest, I support a ban on through truck traffic on Hwy 35 between Polson and Bigfork.

Speed, lack of shoulder and proximity of homes and businesses creates a great risk that can be reduced by removing truck traffic from the area. Rerouting truck traffic to the other side of the lake, on a more modern highway equipped with wide shoulders, passing lanes, and pull outs, is a sensible solution.

Reference Number = picomment_3890380859375

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 06/04/2008 14:47:22
Project Commenting On: MT HYW 35, East Lake Shore
Project State Highway No.: 35
Nearest Town/City to Project: Bigfork
Project Milepost: 22442

Comment or Question:

Glad you are thinking again about the safety issues on the East Shore. The many access points to the highway coupled with the tourist and agricultural dimensions make the high speed commercial truck traffic a recipe for major problems.

Hoping you can develop an alternative route for the trucks before more serious problems develop.

{signed}

Reference Number = picomment_211181640625

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 06/04/2008 10:38:41
Project Commenting On: Highway 35 Safety Issues
Project State Highway No.: 35
Nearest Town/City to Project: Polson
Project Milepost: 0-6 mile marker

Comment or Question:

I am a resident whose property adjoins Rte 35. I travel Rte 35 each day for 8 years. I have found a large percentage of trucker along this route move above the 50 mile speed limit as do most drivers, myself included. However, a significant percentage of truckers move well beyond 60 mph with their large, heavy loads. They will approach very closely to the back of my car and when possible I will go off the road at an approved turn off to let the trucks pass as I fear their size and speed. These truckers that do not follow the rules of speed and courtesy also need to use their air brakes to make the curve at about the four mile marker. Rte 35 is not a road built for high speeds and heavy loads. My neighbors have been condemned from their home due to the 6,000+ gallon oil spill. My friends have felt threatened by speeding trucks. I have seen pups swing onto the side of the road spewing small rocks and stones toward my windshield. Rte 35 is not a speedway for trucks making runs.

It is a road with scenic beauty to be used by residents and tourists without fear of being injured or killed by the behemoths tracking them. All this and try riding a bicycle along this route. NO WAY!!

I hope that you will consider the safety of the travelers and residents and not cave into the big bucks of the trucking industry. Route 93 is safer and faster even if a bit longer.

Listen to the people. We live here and experience this traffic every day. Thank you.

Reference Number = picomment_47259521484375

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 06/04/2008 08:26:33
Project Commenting On: Highway 35 Safety Issues
Project State Highway No.: 35
Nearest Town/City to Project: Polson
Project Milepost: 5 Mile Marker

Comment or Question:

I disagree with re-directing truck traffic from the east shore highway (35) to the west shore Highway (93) around Flathead Lake.

1. It would be unfair to citizens and property owners to bear the burden of truck traffic on Hwy 93.
2. It will take more time and cost more to transport goods north.
3. Property owners that reside on the east shore were fully aware of the condition of Hwy 35 when they purchased their property yet they build homes right next to the hwy. A risk they were willing to take!

We need both highways to balance the truck traffic as it is today.

If you want to minimize the risks of transporting fuel, then bury a line from Missoula to Kalispell.

Reference Number = picomment_840301513671875

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Other
Submitted: 06/04/2008 23:25:30

Comment or Question:

Mr. Lynch,

The presentation you gave in Kalispell was full of interesting facts and statistics and I'm sure you did the best you could on short notice, but I must tell you that the issues that brought this meeting about were not addressed adequately in my

opinion. The issue of safety was addressed from the trucking industry standpoint but not from the residents who live along Hwy.35. What about statistics and pie charts on environmental cleanup costs, shoulder widths, road widths, reasons why Hwy.93 was improved, the States' future expectations for a four lane hwy. from Darby to Canada, the Kalispell bypass, the actual engineering standards that determine how much traffic and load a hwy. can take and what it is really like to drive hwy.35 at surface level and charts that show a more detailed outline of the many small curves and grades that exist along hwy.35. What about a comparison of the condition of the two hways.? What about which hways. can be improved and to what degree? After attending and listening to all the peripheral facts and statistics, I left wondering how the heck can common sense about the obvious inability of hwy.35 to support the kind of truck traffic that is now using it can be clouded over with a bunch of statistics and charts. The road is too narrow for big trucks, has no shoulders to buffer operator error, and runs through a very environmentally sensitive area. Sometimes the politics need to be set aside and reality needs to be realized, through the thoughts and words of the people who use the road daily, and those people are telling you that the road is scary and unsafe with the big trucks as well as other passenger vehicles. One other point that I would like to make is this: How many passenger vehicles do you know of that could cause an environmental disaster like the one we just went through? All the pie charts and statistics you could muster won't be able to undo a disaster that could pollute the most beautiful lake in Montana and one of the most beautiful and clean lakes in the world. How would you feel if that happened on your watch after so many people spoke out about that concern? Wouldn't it be better to fight the truck association with the knowledge that you took an action that could possibly prevent something terrible from happening than from someday, God forbid, having to deal with a catastrophe? An ounce of prevention is worth a pound of cure. After all, it's not like hwy.35 is the only option that trucks have to get to anywhere in the Flathead. I wonder what the people who have been evacuated from their homes feel about this? How would you feel about truck traffic if you had to leave your home and not know when you could go back? Why should it take an environmental disaster to put controls and limits on the hwy. when we can see it coming? You are in a position to take a stand and protect our jewel, please help preserve what we have BEFORE we have to clean up something we could have helped prevent. Hazardous materials, chemicals, and toxins have NO business using a hwy. so unfit for this kind of transport. Heavy and long loads are also dangerous on this road.

Truckers need to get used to the idea of hwy. 93 as their corridor for transport, that's why it is targeted for improvement up to 4 lanes in the future and why the bypass is being sought in Kalispell, and I suspect, will be sought in Polson. Time and progress has caught up with this little rural hwy. and it's time that the trucking industry is weaned from using it so relentlessly and brutally. I know that the State of Montana wants to make hwy.93 it's main trunk line from North to South, and has invested a lot of money to do so, and will continue to do so in the future. Now is the time to start to change the traffic patterns to allow this to happen, even if it means

fighting a mighty political entity like the trucking association. Thank you for your efforts and your service,
{signed}

Reference Number = other_695526123046875

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 06/03/2008 17:27:47
Project Commenting On: Moving trucks off highway 35
Project State Highway No.: 35
Nearest Town/City to Project: Bigfork
Project Milepost: miles 1-35

Comment or Question:

Re: Discussion regarding the Highway 35 restriction on truck traffic

I have been concerned for my safety for the last 20 years visiting my mother on the east side of Flathead Lake. The mixture of families buying cherries (entering and exiting the highway at low speeds), RVs and impatient commuters is already a dangerous combination. To add semis, chip trucks, log trucks and countless hazardous materials trucks on that small, curvy, scenic highway is insane!!!!!!

The cost to trucking companies is not a good argument. The shipping companies will just adjust their rates accordingly and the increase will be not be significant compared to the loss of human lives and endangerment to our natural resource.

Spend a little time on the side of that road or driving that road and you will see that shifting truck traffic to the west side is prudent and will save lives.

{signed}

Reference Number = picomment_175445556640625

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 06/03/2008 09:09:03
Project Commenting On: Highway 35 Scenic

Comment or Question:

The recent gas spill is not the first time this has happened. In the early 1990's a commercial tanker went off the road at the 8 mile on Highway 35. This truck exploded and burnt the log house on the property.

The logging trucks are out of control on this highway. It is common to see them going 70- 80 miles an hour.

We need to provide for the environmental safety of Flathead Lake and the safety of the residents and tourists on Highway 35.

I support the Scenic Highway Designation for Highway 35.

Reference Number = picomment_480926513671875

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project

Submitted: 06/02/2008 20:06:31

Project Commenting On: traffic and safety issues MT 35 and U.S. Hwy 93, especially as they relate to large trucks.

Comment or Question:

I am unable to participate in the public meeting on Wednesday in Kalispell because I have to be at one myself. I would like to have my official comment recorded as a part of the public input. I am opposed to truck traffic on Mt 35 if it carries a hazardous load. The other route along the west side has been improved making time of travel better. Although it may not be faster even with improvements, it is a trade-off for public safety vs. time of travel. I am not opposed to truck traffic that is non-hazardous (such as logging trucks) even though I have been caught behind them and find passing limited. But I am strongly opposed to truck traffic on 35 that is carrying loads that could have a serious environmental consequence. The alternate western route would likely prevent contamination in the event of an incident. Thank you for considering this input.

{signed}

Reference Number = picomment_914337158203125

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 06/02/2008 09:01:04
Project Commenting On: hwy 35
Project State Highway No.: hwy35
Nearest Town/City to Project: Polson
Project Milepost: 1 to 37

Comment or Question:
Hi MDT,

This is about banning trucks off of hwy 35.

I think that is the wrong thing to do.

I am one of the drivers that runs that route, it save me 1 1/2 hours to the stores I go to one way, plus it save me 20 gals. of fuel one way, if I have to take 93 it will cause me to lose money and I do not feel safe on 93 north of Polson.

The few times that I do take 93 north I have at least 4 near head on wrecks going up and the same coming back.

I have to use the brakes more, and the wear and tear on the truck is not worth the trouble.

I would like to invite you to go for a ride with me on that stretch of 93 to see why it is so dangerous for a truck.

Then lets go on 35 and see if you can see my side of the story.

They say there is no shoulders and the road is too narrow on 35, look at a lot of 93, it is the same and lets not get started on the other hwy's, in Montana that our just as bad if not worse than the so called narrow 35.

I thought this is the land of the Free, if we are banned from the east shore, I feel that we have lost our freedom and it is also discrimination against the trucks and the drivers.

Lets look at the boats on the lake that are dumping oil and gas in the water, and the homes who are leaching the sewage water in to the lake, that is worse than one truck in the lake, lets look at all points and think.

These homeowners knew that when they built their homes there that the hwy was there and the trucks were running it.

I live next to hwy 93 and I knew the hwy was there, I know the dangers that could happen but that is the chance you take when you build next to a hwy.

So, now they want them off now that they have their homes built.

If you ban trucks from 35 that should mean all trucks, not just the tractor trailers. I mean the propane trucks that deliver to the homes, the fuel oil trucks that deliver to the homes, and the building materials that the trucks bring in, no trucks to haul the cherries to the stores, you ever see the mess the cherries leave on the hwy? it is slick to.

No exceptions, no trucks over 3/4 ton should be aloud on the hwy if you ban the rest of the trucks.

I have been running that hwy for about 20 years now and have always obeyed the speed limits, thats more than I can say for the home owner over there, I have always come to a stop or went around the people walking on the road to be safe.

But if I can't run over there anymore I will no longer do business over there, and I will tell family and friends to no longer do business there, so I ask you is it worth it?

I would like someone from the homeowners to go for a ride with me as well, They have no idea what it takes to drive one of these big trucks.

if they could see what we put up with everyday, maybe they wouldn't be so quick to judge.

That is one of the hwys in Mt that settles my nerves after dealing with people on 93, take that away, and I will be mad all the time.

Here is something else to think about, when a tanker does roll on the west side it will effect more than 2 to 5 homes, it will effect at least 25 homes or more, so I don't see why that is safer.

The east shore reminds me of a place in Alaska that I miss so much, I can't get that on 93, so I ask you, is that fair to ban me from the road?

So if the homeowners think that 35 is to narrow, why don't we build sholders on the side, I have looked at this and there is room to do that.

I also don't think it is fare that you are holding the meetings in the middle of the week and at times that a lot of drivers can't show up to give our side of the story, and I wish you could also have one in Missoula as well as Polson and Kalispell.

I just wanted my side of the story to be heard, I hope it helps, but if we are banned from that side, then I guess the rich win again.

Thank you for your time.

{signed}

Reference Number = picomment_706787109375

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Other
Submitted: 06/01/2008 14:08:04

Comment or Question:

I live on Skidoo Lane (north side of Skidoo Creek). There are @ 50 families that take their water directly from the Skidoo Creek aquifer. On the south side of the creek is about the same situation. Just before crossing Skidoo Creek drainage there is a wicked, 90 degree unbanked turn in the highway. This is a very dangerous area, semi trucks northbound come around this curve in the middle of the highway, so they won't tip off the other side.

There are no shoulders on the highway here. This is just one reason why big semi trucks should be banned from using hwy 35.

It was just not built for rigs this big. If a gasoline truck was to roll and dump its load here it would be a major catastrophe for about 100 families and a half dozen working cherry orchards.

I am urging MDOT to be proactive here, protect the taxpayers you work for, and move to confine the big truck traffic to US Hwy 93, a much safer route. The difference in distance is not that great. The truckers are using Hwy 35 because there is less traffic on it and they can go like the dickens on the straightaways, getting there sooner. By the way, where is the Mont. Highway Patrol? Not on Hwy 35, thats my observation.

Thanks!

Reference Number = other_383087158203125

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 05/30/2008 10:07:31
Project Commenting On: large truck traffic
Project State Highway No.: 35
Nearest Town/City to Project: polson/bigfork
Project Milepost: 1-35

Comment or Question:

we travel highway 35 frequently from polson to bigfork. the large truck traffic is dangerous due to all the private driveway accesses. the gasoline spill that recently

occurred is confirmation that the truck traffic is dangerous. we support a total ban on large trucks except for local deliveries.

Reference Number = picomment_28228759765625

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 05/29/2008 21:09:54
Project Commenting On: Hwy 35 Safety Issues
Project State Highway No.: MT 35
Nearest Town/City to Project: Bigfork to Polson

Comment or Question:
Messrs. Lynch and Kailey:

The last I heard, the accident near Finley Point which resulted in the gasoline spill was due mostly to driver inattention, not to an unsafe roadway.

I realize the residents along MT35 would like to make this a road safety issue. When serious accidents occur, some concerned citizens are sometimes magically transformed into safety experts and traffic engineers.

Of course from a strictly selfish viewpoint, I would like as many truck drivers as possible to find that the east shore is a safer and faster way to travel from one end of the lake to the other than the west shore alternative, U S Hwy 93. I understand that is what the truckers' association already maintains.

Our friends on the east shore should realize that Somers and west shore residents are already living with most if not all of the truck traffic (my guesstimate without benefit of any origin and destination studies) from the northwest coast and Spokane coming to the Flathead Valley.

I urge you to decide to leave well enough alone and to allow both highways to continue to share the truck traffic.

Thank you for the opportunity to comment.

{signed}

Reference Number = picomment_07843017578125

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 05/25/2008 20:05:55
Project Commenting On: Hwy 35 Polson to Big Fork
Nearest Town/City to Project: Polson

Comment or Question:

Can't make the meeting in Polson on 6/4/08 but thought I would pass along my thoughts. Flathead lake is one of Montana's true gems. Some restrictions on trucking is needed. A total haz/mat prohibition won't work; there is a need for local deliveries for propane and heating oil. Businesses (eg. wood bay) need bulk deliveries. Deliveries to Big Fork and points north should go up Hwy 93. The trailer/pup combinations and double trailers are an issue both haz/mat loads and other loads. Hwy 35 is not built for rigs with 70 + ft of trailer. More accidents are bound to happen. Restrict Haz/mat loads to local deliveries and other loads to single trailers.

PS Speed limit enforcement or lack thereof is a serious issue. Additional enforcement needs to be part of any solution

Reference Number = picomment_251739501953125

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 05/25/2008 10:51:49
Project Commenting On: Banning overland trucks from MT HWY 35 east shore
Project State Highway No.: MT 35
Nearest Town/City to Project: Polson
Project Milepost: Bigfork to Polson

Comment or Question:

I drive MT HWY 35 several times a week year round. There have been many times that I have had close calls trying to avoid one or more oncoming Semi Trucks in tight curves and on the straightaways. The trucks bunch up trying to pass each other while speeding beyond the limit posted as well as beyond reasonable public safety. That

ain't right. We all face the current and projected fuel cost issues. Safety trumps economics anyday and anywhere. Move them over to the west shore where the roads and speed limits are adequate for them.
{signed}

Reference Number = picomment_248046875

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 05/22/2008 14:23:38
Project Commenting On: Truck Traffic on Highway 35
Project State Highway No.: 35
Nearest Town/City to Project: Polson
Project Milepost: 3 mile and North

Comment or Question:

Dear Sirs: As a local resident living just above Highway 35 at approx. the 3&1/2 mile marker north of Polson I have been concerned over safety and am aware of the truck accidents that have happened over the last decade. I would like you to document the many other truck accidents in this stretch as I can recount at least 5 others from Fokersons Corner to Blue Bay. Trucks with tandem trailers or pups seem to be the worst. The road is to unforgiving for especially the longer trucks. One loss of concentration is all it takes even on straight stretches. Posted speed limits are seldom maintained and should be lower from Folkersons north until one paralells the Lake closely below Blue Bay. I would like to see truck traffic limited to local trucks only with no tandems or pups. Speed reduction is also needed in this stretch due to proliferation of hidden drives, new houses and business.

Reference Number = picomment_53619384765625

Email Submitted May 21, 2008

Dwayne Kailey, Missoula District Administrator MDOT

Thank You for meeting with the concerned Hwy 35 home & business owners at the Community Hall in Yellow Bay 5/16/08.

My wife & I will be unable to attend the two meetings next month regarding truck traffic on Hwy 35, we will be on vacation.

To reiterate my comments at the meeting:

Here are some reasons why we feel truck traffic on Hwy 35 should be kept to local hauls only or rebuild Highway 35.

1. The bridge over the Bigfork Bay, where the Swan River enters Flathead Lake was built in 1954, with a 50 year life expectancy, it is a narrow, critically aged, weak and should be condemned or may already be condemned. The center pier of the bridge is cracked to the core, the bearing devices are out of alignment, the bridge foundation is untreated timber pilings of unknown condition, therefore varying moisture conditions of the pilings can create a sudden catastrophic failure of the support system. A seismic retrofit is needed just to meet federal standards. If it collapsed, caused by a heavy full fuel hauling truck or two on it, I would imagine the consequences would be horrific for us that live near the bridge & all others that could be burned alive. Of course, Flathead Lake & Bigfork would become unusable for some time. What a terrible loss that would be. I seriously doubt any insurance company would be able cover all the losses, therefore the State of Montana will be the next in line for loss recovery, since the State will not acknowledge the fact the bridge is dilapidated. Consider this putting you on notice.

2. During the year 2000, the Bigfork Area citizenry met several times about widening the road from Woods Bay with engineers from the MDOT and Carter Burgess, Inc. The Bridge was of great concern then? That project has yet to materialize?

3. Highway 35 does not meet the current day requirements for width, therefore truck traffic must be limited to local hauls only for safety reasons.

4. There can be no safe pedestrian, bicycle, a school bus with children to be dropped off, traffic without widening the road.

5. Speeding Commercial Trucks with extended trailers & pups are seriously, critically dangerous to all on Hwy 35. I can remember when the Montana Truck length limit was 42', Hwy 35 was safer then. Until the highway base is rebuilt and widened, road maintenance costs will be excessive and ineffective.

6. The MDOT currently has Hwy counter tubes across Hwy 35 but that has chased the truckers to 93 so the count on 35 will be low until after the meeting next month. Why doesn't the MDOT also put the Hwy counters on 93 near Somers & Polson to count the truck traffic increase there, when the trucks moved from traveling Hwy 35, then that can be counted into the equation.

7. Thus, please build a new bridge over the Swan River on Hwy 35 where it enters Flathead Lake and construct a new highway from Polson to through Bigfork or stop

all through heavy truck traffic except those making local deliveries to local businesses on Hwy 35.

Thank You,

{signed}

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 05/16/2008 14:30:19
Project Commenting On: Highway 35
Project State Highway No.: 35
Nearest Town/City to Project: Polson
Project Milepost: 8

Comment or Question:

Eliminating truck traffic is a ridiculous solution for the 2 unfortunate recent accidents. Kind of like cancelling the Kentucky Derby because of two fatalities in the last 3 runnings.

Trucks will be by the lake either route they take. There is no telling where a wreck may occur, both highway 93 and 35 travelling along the lake, a fact of life that was created with the highways.

Safety will be reduced by making trucks go on the west side.

There are more communities, and more children out running around on the west side.

Hills slow trucks down, when you go to pass on the downhill side, you find you are racing a semi as they are trying to get a run at the next hill. The west side has more hills and curves, and is a longer stretch of highway, again adding to the safety issue that is increased by removing trucks from the east side.

The speed limits are sufficient on the east side. Signs warning of curves are not adequate, and neither is the enforcement of posted speed limits.

Finally, you have not made information available to the general public, as to the causes of the accidents that you are now trying to base a costly decision on. Were the drivers speeding?

fatigued? new driver's?

Quit trying to appease the homeowners along the lake, they have beautiful homes, views, drive. they don't need their own highway at everyone else's expense too.

Reference Number = picomment_620361328125

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Other
Submitted: 05/16/2008 09:35:14

Comment or Question:
RE: Possible restrictions on Hwy 35 truck traffic.

I live in Evergreen, and travel Hwy 35 to Polson to work. Many thousands of trucks safely negotiate Hwy 35 without any problems. The majority of truck drivers are both skilled and courteous. That being said, the tanker spill really opened my eyes to the possible catastrophic consequences of a truck accident on that highway.

I believe a restriction based on type of load being carried may be in order for that stretch of road. If a chip truck tips over, as has happened fairly recently in the past, the chips are simply cleaned up off the surface. Fuel and other hazardous materials are not so easily cleaned up, and the materials do not simply flow straight down into the ground, which could be cleaned up by digging a "big hole." We are seeing that they follow the bedrock and travel toward the lake, and cleanup would entail "chasing" the material with an excavator, tearing up the ground and removing trees. If simply left, as in this case, the material eventually reaches the lake. We don't want that.

Reference Number = other_441162109375

Received via email Friday, May 9, 2008

Hi, Mr. Lynch:
please pass these comments along to whoever is collecting them with regard to restrictions on Highway 35 between Polson and Bigfork, thus forcing additional traffic to Hwy. 93.

As the Department is no doubt aware, the Hwy 93 bridge across the Flathead River will soon experience major maintenance, reducing traffic flow to one side of the bridge and backing traffic up on both sides of the bridge. If truck traffic is restricted on Hwy 35, the backups through Polson could be unmanageable. Once the bridge maintenance is complete, the same concern arises: forcing all heavy truck traffic across that bridge will increase its wear and tear and accidents at the curve coming off the bridge (one of which CLOSED Hwy. 93 to traffic on Tues., Nov. 20, for hours).

Needless to say, this curve and MANY more on Hwy. 93 are as close to the Flathead Lake as where the accidents on Hwy. 35 have happened this spring.

We have lived full time in Big Arm MT for 3 1/2 years. The speed limit has mercifully been reduced through "town" albeit at the expense of noisy Jake brakes protesting all the way through. Jake brake useage and noise levels are no different over here than on Hwy. 35. Speeding occurs and passing lanes are VERY Limited. Jette Hill provides the only passing lane in the 12 miles to Big Arm. Passing without a "third" lane has resulted in many accidents between Polson and Big Arm State Park, particularly at the curve just where the speed limit increases to 70! Every year there is at least one major accident there and some have been fatal. This curve is just above a wetlands into the Big Arm bay at the boat dock area. Only 1/4 mile on a broad downhill slope would not take much time to reach the Lake and invade underground sources. I walked the waterfront from the end of Skipping Rock Lane toward the east for about a mile last week. There were many sources of seepage into the lake from the land. There are several gullies from south of the Hwy. 93 that route drainage under the highway to the Lake. Needless to say, the issues here would be as serious with a fuel spill.

Last year a motorcyclist used one of the distance limited passing areas creating an accident for an oncoming truck that tried to miss him, veering into a power pole and putting the area out of power for half a day. The motorcyclists life was saved by a fast thinking neighbor who applied pressure to a severed leg until paramedics arrived. This accident, had it involved a gasoline spill, gasoline would have seeped into the lake here too. There are permanent residences in these locations with wells and some of us withdrawn our water from the lake itself. I am certain this situation is repeated through Elmo, Rollins, Lakeside, Somers, etc. Therefore, I doubt that it would be helpful to reroute all the traffic up 93 in hopes of avoiding the issues that unfortunately arose.

Accidents happen, and I believe as many or more already happen on Hwy. 93. Perhaps Lake County should have some kind of zoning regulations in place with regard to building locations that would alleviate the unsuitable, shallow ground water or seepage areas and flood plains from being built upon. There seems to be blatant disregard at the County level here on protecting the Lake. In addition, access restrictions onto Hwy. 35 might be considered in future development requests - even one residence at a time. It's not just the highway or the truckers to blame for the current conditions of Hwy. 35 and its heavy use. We see it on Hwy 93 as well.

Hope that these comments are valuable.

{signed}

Please let me know if there is an official location for lodging my comments. Thank you

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Ask MDT A Question
Submitted: 05/05/2008 21:58:30

Comment or Question:

I could not find out on how to comment on the issue of limiting certain truck traffic on hwy 35. I would like to weigh in on this and suggest that a limit be placed on truck traffic carrying loads that could be detrimental to Flathead Lake. 93 has been improved to help delivery speed yet trucks continue to use 35. 93 is generally safer as regards potential spills and it is also safer as regards general traffic. I would like to see trucks with hazardous load limited to using 93.

Reference Number = askmdt_252227783203125

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Other
Submitted: 05/02/2008 16:26:11

Comment or Question:

Good afternoon Montana DOT,
How can I get more information on providing public comment on Montana Highway 35?

Do you want individuals citizens to write letters and come up with proposals of different approaches, for example:

0) In general, increase insurance to operate trucks on Highway 35; posted punitive fines for speeders on Highway 35.

1) No hazardous materials, no tandem trucks, or no trucks exceeding specified weight or length class excluding small petroleum product (gasolines, propane, fuel oil etc.) delivery trucks to Bigfork, Woods Bay and other bulk stops. Allow local (deliveries on adjacent to Highway 35 between Big Fork and Polson) goods/service trucks.

2) Some types of hazardous materials, no tandem trucks, or no trucks exceeding specified weight or length class excluding small petroleum product (gasolines, propane, fuel oil etc.) delivery trucks to Bigfork, Woods Bay and other bulk delivery stops. Allow local (deliveries on adjacent to Highway 35 between Big Fork and Polson) goods/service trucks.

- 3) No hazardous materials or no tandem trucks excluding small petroleum product (gasolines, propane, fuel oil etc.) delivery trucks to Bigfork, Woods Bay and other bulk delivery..
- 4) Some subset of hazardous materials or no tandem trucks excluding small petroleum product (gasolines, propane, fuel oil etc.) delivery trucks to Bigfork, Woods Bay and other bulk delivery stops. Allow local (deliveries on adjacent to Highway 35 between Big Fork and Polson) goods/service trucks.
- 5) No hazardous materials and reduce speed limit to 45 from mile marker 3 to mile marker 18 for all vehicles.
- 6) No hazardous materials and reduce speed limit to 45 from mile marker 3 to mile marker 18 for all trucks and public transit (buses/15 person vans); 50 mph for car and passenger truck traffic.
- 7) No hazardous materials and retain 50 mph for all other traffic AND FUND ENFORCEMENT.

Do local residents need to work up a survey? Please reply to aquasled@centurytel.net or send me an email at work at marie.kohler@umontana.edu.

I want to help be part of a solution that enables the legislature to live up to the Montana Code.... 60-1-101. Legislative findings. The legislature recognizes that safe and efficient highway transportation is of important interest to all of the people of the state and declares that: ... (4) providing adequate highway facilities is a proper public use and purpose, and this title is necessary for the preservation of the public peace, health, and safety, for the promotion of the general welfare, and as a contribution to the national defense.

I recognize that change is difficult but through good communication and working in the spirit of the law, I believe we can find a resolution that will protect our people, conserve the Crown Jewel, Flathead Lake, in the Crown of the Continent and enable the appropriate commercial use of this federally aided State highway.

Cheers and have a good weekend, hope to hear from you! {signed}

Reference Number = other_708831787109375

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Ask MDT A Question

Submitted: 05/02/2008 09:37:53

Comment or Question:

Jim Lynch: I am in favor of moving ALL truck traffic from MT 35 to the west shore road. {signed}

Reference Number = askmdt_614227294921875

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Other

Submitted: 05/01/2008 08:01:18

Comment or Question:

In light of the recent truck trailer mishaps and gas spill on Hwy 35, I would strongly urge the Highway department to close Hwy 35 to truck traffic. The west shore road is a better route.

It is farther from the lake shore, has passing lanes, pull off, is wider and in better maintainence.

{signed}

Reference Number = other_18853759765625

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project

Submitted: 04/22/2008 23:40:23

Project Commenting On: Fuel oil spill

Project State Highway No.: 35

Nearest Town/City to Project:Polson

Project Milepost: not sure

Comment or Question:

Hello!

I am wanting to encourage you to do everything possible to prevent another fuel spill--or indeed large truck accident--from occurring down Highway 35 alongside the East Shore of Flathead Lake. Yes, I live on the highway, BUT my interest does go beyond any noise concern, to fears about the lake itself and the inherent dangers of

the daily barrage of dangerous driving (I see a great deal of it) by truck traffic up this scenic highway.

I am the president of one of the lakeshore community clubs and would be interested in hosting any public forums on this matter.

Furthermore, on a personal level, if there is anything useful to be done to further this cause, I would be interested in participating.

{signed}

Reference Number = picomment_34375

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Other

Submitted: 04/04/2008 09:31:03

Comment or Question:

The recent accident on Montana Hwy 35 near Finley Point should be a wake up call. There is no reason trucks and bus sized motor homes should be allowed to travel on the east side of Flathead Lake. This is one of the most scenic parts of Montana and steps should be taken to preserve it. I frequently ride my bicycle on this portion of Hwy 35 and the trucks make this so much less enjoyable not to mention dangerous. The 50 mph speed limit is rarely enforced so the trucks are frequently traveling much faster.

Hwy 35 from Polson to the intersection of Hwy 206 along with Hwy 206 to the intersection of Hwy 2 should be a scenic byway to Glacier Park. Allowing commercial traffic, large motor homes and other vehicles towing should be controlled to preserve this before it's too late.

Reference Number = other_96563720703125
